We Diagnose “Sick” Track

By W. M. Martin
Assistant Track Supervisor

A steel rail is not subject, of course, to the ills which inflict humans, but it still can get “sick”—dangerously sick, in fact. One of its worst, and sometimes fatal, diseases is what is known as an internal fissure. Starting as a tiny flaw, no bigger than the head of a pin, it may gradually grow, under the stress of heavy traffic, until it reaches the outside of the rail—and then a broken rail may result.

Unfortunately, even the most painstaking inspection by expert trackmen cannot disclose this hidden ailment. Just as the electrocardiograph detects unsuspected heart defects, so must internal fissures in steel rails be detected and accurately located by scientific means.

Once a year, the Maine Central operates over its heavy traffic lines what is known as the Sperry Detector Car, a self-propelled unit which unerringly locates internal defects in the rails over which it passes at a speed of six to nine miles an hour. Each “symptom” of “disease” in these rails is recorded and diagnosed by the experts who accompany the car.

Beneath the unit, there is, over each rail, a set of metal brushes constantly in contact with the surface of the rail. Through these brushes, a low-voltage current of electricity passes through the rails. Any internal defect in the rail causes a fluctuation in the smooth, regular flow of current, and this fluctuation operates a recording pen on a moving record tape in the car. The moment a brush passes over such a defect, the pen automatically records it; and at the same time, a squirt of white paint marks the exact spot on the rail where the fissure exists.

Following the Sperry car, on each track section, is a crew of trackmen, who note all marked rails and remove them—sort of an “amputation” of the crippled member, so to speak. Before this is done, however, the detector car is stopped and the “diagnosis” checked and double checked by the use of a hand unit. Placed on the suspected rail, and connected by wires to the electrical source, this delicate instrument marks with uncanny accuracy the exact spot where the fissure exists. It is interesting to note that when such a marked rail is broken by the trackmen after removal, almost invariably the “diagnosis” of the detector is proven correct.

The writer, with Assistant Supervisor W. B. Blake, has just completed an 18-day, 660 mile trip with one of these cars over the principal parts of the Maine Central system. Rails which were found to be “sick” have been removed from the track before their “disease” had progressed to a dangerous stage—and traditional Maine Central safety thereby enhanced.
Pegler Was Wrong!

By WILLIAM A. WHEELER

There's an old story about the man who couldn't see the forest because there were too many trees in the way. Sometimes what is directly under our noses is seen as the entire picture, regardless of what may be behind it.

Since the railroads have been called upon to do the most unprecedented job of transportation in their entire history, there have been several serious and somewhat dramatic accidents. The public, reading of these disasters, have jumped to the conclusion that the boasted safety of rail travel has become a war casualty.

Westbrook Pegler got the same idea, and expressed it in his widely-read newspaper column. "The fine old record of safety in railroad travel," he wrote, "is just a memory." All he could see was the trees; the forest was hidden from his view.

The whole story is not in the answer to the question how many accidents have there been; but what is the rate of accidents. That is to say, on a railroad operating 100 trains daily, it might reasonably be expected there would be more accidents than on a road running two trains. What, then, has been our record as to the rate of accidents?

It is admitted, of course, that there have been more accidents during the war years than before, in relation to the tremendous increase in traffic and in opportunity for injury, our safety record has actually been better than ever before in the history of railroading!

In the five years from 1935 to 1939, the total injuries, fatal and non-fatal, to all persons in railroad accidents amounted to 9.27 per 100 million traffic units. That was a remarkable record, and the lowest rate ever recorded up to that time. But—in the period 1940-1944 (war years) this rate of injuries actually declined to 6.84 per 100 million traffic units! What's more, in each of these latter five years, the accident rate was less than in the preceding year. In other words, with tremendously increased traffic, with thousands of new, inexperienced employees, with over-worked equipment and with numerous problems never encountered in normal times, we have not only maintained our position as the safest form of transportation ever known—we have bettered it!

Comparisons are said to be odious, but sometimes they tell a story. In the three-year period 1941-1943 inclusive, the fatalities to passengers per 100 million passenger miles traveled, by various forms of transportation, were as follows:

- Busses: 0.22
- Passenger Trains: 0.24
- Scheduled air transport planes: 2.40
- Automobiles and taxis: 3.20

"Safety First" is by no means merely a slogan to railroad people. It is a principle by which we work—and live!

Eminent Railroader

Two officials of the same railroad were once the presidential nominees of the Democratic and Republican parties. In 1864, Abraham Lincoln, attorney for the Illinois Central, ran against George B. McClellan, vice-president and chief engineer. As you may have heard, Lincoln won.

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Augustus H. Horeyseck is his name, but for nearly 50 years he has been known, the length and breadth of the Maine Central system, as "Honey" or "Hon". There's a little story in that, too.

Way back when "Hon" was first promoted to the right-hand side of the cab, he was called, one night, to haul a freight from old Yard 8 to Bangor. The operator at the yard office, Eddie Caples, looked at the unfamiliar signature "Horeyseck" on the train order, scratched his head, and then transmitted it as he interpreted it — "Honeysuckle". And as "Honey" the gentleman has been known ever since.

For 19 years now, Horeyseck has hauled the Pine Tree between Portland and Bangor—east on 19 and back on 10. That gives him considerable time at his home on Granite street, Portland, to devote to the hobbies which he has developed. "Hobbies" is right—he isn't satisfied with just one, so he cultivates three. Right now his flower garden takes top place, and every minute of his spare time, weather permitting, he spends bringing to even greater perfection a garden which most of us would
call perfect already. He is an expert in raising gladiolas, and much of his rather small garden space is devoted to their cultivation.

When the days grow short, and his flower beds are covered with a mantle of snow, Honey turns to indoor hobbies. One of these is upholstery. His father was a professional upholsterer, and while Honey never followed the trade, he picked up enough knowledge of it so that he can do an excellent job. In his "den" are two leather-upholstered chairs, which he built from the raw wood up, and which extend tempting invitation to a weary man.

Another hobby is painting in oils, and when the spirit moves, Honey gets out his brushes, his colors and his palette, and goes to work. Almost invariably the subject he chooses has something to do with the railroad; and some years ago, when the old Maine Central Magazine was in existence, he painted for a cover picture the engine of No. 8, coming around Dresden ledges.

It might even be said that Horeyseck has a fourth hobby—railroading—because although running an engine is his job, he makes it a pastime, too; and on the walls of his den are innumerable pictures of locomotives and trains—some of his own painting, some cut from calendars and framed, and many photographs.

When the time comes that he pulls the throttle for the last trip, and says good-bye to the job, Gus Horeyseck won't rust out—he has plenty to occupy his mind and hands!

**Powered by Horses**

The first portion of the present Calais branch ever operated was the line from Calais to Milltown, which was chartered in 1832 as a horse-railway."
MAINE CENTRAL RAILROAD

How They Railroad in Iran

From Maj. Malcolm D. Billington, who served for 20 months as supervisor of Diesel repair shops on the military railway in Iran, the Magazine has received a copy of the operating time-table of that road, and a book of rules. Far from being the standard rules under which all American railroads operate, they must have given many a headache to the Yank railroaders who were assigned to running the trains over this desert territory.

An echo of the prior British operation of the road is found in the use of English terms, which sound unfamiliar to American ears. The engineman is called the "driver", for instance; switches are "points" and the switchman a "pointman." The main line is called, in the rule book, the "running line", and trains are called "Up" and "Down" trains rather than by direction. The train dispatcher is known as the "controller". Switching is "shunting"; kicking a car is known as "loose shunting". Cars are variously known as "vehicles" or "wagons"; a trackmen's hand-car is a "lorry" and his motor car a "trolley". A train is said to be "running to time" instead of on time. A helper engine on the rear of a train is called a "banking engine". The conductor is the "head guard", and the trainmen are "guards". The rule book defines the head guard as "the person who for the time being is in charge of the train."

Signals used vary widely from our established practice. The hand signal for "stop", for example, is prescribed as "Both arms held above the head", and the proceed signal is a green flag or light waved above the head. To start a passenger train from a station, the "guard", after obtaining permission from the station master, signals the engineman by blowing a little whistle and waving a green flag. All distances are shown in kilometers instead of miles, and speed limits are similarly shown.

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"Emmy See" Says...

Here's good news, girls! There will be a plentiful supply of nylon stockings! Don't get excited; that won't be until after the Nips have unconditionally surrendered; but the best part of it is your nylon tights will be longer-wearing and better than ever before. A new process insures that... Need iron in your diet? New Orleans molasses is one of the best sources of this mineral... In these hurried days, letter writing is fast becoming a lost art. Why not use postcards if you haven't time for a letter? And — your own "personalized" post-cards, with your name imprinted, gives a nice touch...

Grandma used to relieve fatigue-lines about the eyes by using tea-leaves. She'd steep them in hot water, make into a pack covered with cheese-cloth, and place them over the eyes. Worth trying, even in these sophisticated days, isn't it?... The juice of four lemons, poured into your bath, will work wonders in relieving that tired feeling... Do you smile with your eyes and your whole face, or just with your lips? The best part of a smile is with the eyes. Try it in front of your mirror some day.

Another Clean Station!

So many people have told us that Oakland station is entitled to mention as one of "the world's cleanest stations" that Photographer George Hill journeyed there to prove it—and here's the proof! Not only the immaculate waiting room is shown, but also the men who keep it that way: Harold J. Higgins, crossingman; C. W. Walton, freight handler; X. C. Guimont, agent; and Arthur Marshall, chief clerk.
Yankee ingenuity made it possible to lay eight miles of new rails in jig time on our Vanceboro run a few weeks ago despite serious interference with the work by the "train an hour" schedule that busy single track maintains.

After observing progress made by three work crews during the first day or two, Harry H. Homans, assistant division engineer, realized that the time consumed in moving heavy work equipment on and off the rails every hour for an important train would either seriously delay train movements or prolong the rail laying job.

He asked Arthur H. Bailey of Brunswick, motor car inspector, to devise a different method of moving the work equipment, especially the heavy power rail layer and two adzing machines, on and off the tracks with less delay. Bailey hurried to the Waterville Shops, went into a fast huddle with workers there, and came up with a simple device that solved the problem of lost time and also reduced materially the manpower needed to move the machinery.

Bailey's device was based on the knowledge that one side of the rail layer and the adzers is much heavier than the other side, so that if the heavy side could be handled easily the other side would almost take care of itself. He took a section of rail, cut away part of the web at either end on a graduating scale, then heated and bent the rail cap over the remaining web, thus creating a rail that inclined gradually from each end toward a level center section of normal rail height. He drilled a hole into the base of the rail at its exact center, ran a bolt up from the bottom, and attached a buckle arrangement which enabled him to clamp the device on top of another rail.

By laying this device atop a main line rail workmen could push wheels on one side of the power machines up the inclined section to its level center, and then pivot the whole arrangement diagonally across the track, using the base bolt as a fulcrum and with only one man balancing the opposite or lighter side of the equipment. Other sections of rail were then laid on the ground diagonally away from the tracks as a temporary siding and the heavy equipment was pushed off the side on these.

So well did the device work out that only a few men were needed to handle each machine, and in rapid time. A specially pleasing feature of the device was that it could be used at almost any point along the job, eliminating the need of pushing equipment some distance along the tracks as in the past to find a fairly level shoulder on which to run the machines off the side.

Unrationed

What is that which a little bird can do, which a man used to be able to do, but can't do any more?

Ans.—Make a small deposit on a car.
Woodard Complimented

The retirement from active service of Agent Pearl Woodard, at Bingham, brought to the Freight Traffic Department a highly complimentary letter from one of our large customers, the S. D. Warren Company. It reads, in part:

"We have worked closely with Mr. Woodard for several years, and have always found him helpful and co-operative. He has not only helped all of our Bingham shippers, but he has also looked after your interests well."

We Serve Industry

In a letter to the freight traffic department, the general manager of the Gilman Paper Co., Gilman, Vt., writes as follows:

"I want you to know that we feel here that the service rendered by your road to us has been excellent and without the complete cooperation at your Bangor and Portland terminals, there were many times here when the mill would have been shut down. Naturally we appreciate this co-operation very much."

Twenty Years Ago

(From Maine Central Magazine, 1925)

Emery W. Cook, freight conductor, died at Waterville at the age of 73.

Colby Clendenning, son of Engineer M. G. Clendenning, was drowned at Green Lake.

Engineman "Wally" Coburn reported a moose on track ahead of train 127 near Holden.

"Bill" Dailey resigned as chief clerk, car department, Bangor.

Frank J. Runey, superintendent, completed 40 years service.

William H. Keating, formerly freight claim agent, died.

It Needed Training

This one comes from A. F. Allen, towerman at Tower 5, Portland:

The late Horace Toward, formerly roadmaster at Waterville, was a competent trackman, but weak on correct spelling. There being then no stenographer in the roadmaster's office, he purchased a typewriter and learned to operate it by the "hunt and peck" system.

Someone asked him how he liked it. "It's no good," he replied, "It can't spell any better than I can."

ON THE COVER

is a picture of J. T. Rodrigue, switchman at Waterville, snapped by the MAGAZINE photographer. Rodrigue has been in the service since 1918.

Employees Magazine

EMPLOYEES MAGAZINE

Lincoln

By L. M. Blood

Clerk Barkowski has returned from vacation which he spent building a camp at Passadumkeag. Sgt. Hilburn Haskell worked for Stan while he was away. Hilburn is just returned from 30 months in Africa.

Cpl. Albert T. Foster, clerk at Enfield, is with the 8th Army in the South Pacific. His address is ASN 31318145, Infantry Special Troops Hq. 8th Army, APO 343, C/O Postmaster, San Francisco.

Bangor M. P.

By C. H. Leard

Foreman Slim McNally has about completed general repairs to our station, freight house and water tank.

Natalie Mamaroo, age one year, daughter of Signalman F. W. Burke, Mattawamkeag, Signalman Burke also has two other daughters, Ione 17, and Sheila 9.

Fireman and Mrs. W. R. Rice on their wedding day. June 18. Mrs. Rice was formerly Elmeda Archer of Stetson and is a graduate nurse of the Doctors Hospital, Boston.

Mrs. Raymond J. Dauphinee has returned from Camp Claiborne, Alexandria, La., where she visited her husband before he left for overseas. Raymond is a locomotive fireman.

Clifton H. Mayo, commonly known as "Hawk," clerk and crew dispatcher in the motive Power Department, is spending the month of July at his cottage at Northport. His place is being filled by Everett E. Day. Day is "Handy Andy" around those parts. He is a fireman and fills in as laborer, machinist, and boilemaker helper or "what have you."
Hostler and Mrs. B.H. Duddy have reason to feel proud of their fine family of 10 children and the Magazine this month takes pleasure in presenting to its readers a group of three of their children.

Miss Sylvia A. Duddy is now a cadet nurse at the Mercy Hospital in Portland. She is a graduate of John Bapst High School and will graduate as a registered nurse in September.

Miss Mary L. Duddy is also a graduate of John Bapst High School and has a graduate nurse of St. Mary’s Hospital in Lewiston. She is an ensign in the Navy and is located at the Portsmouth Navy Yard.

This is Miss Charlene N. Drew, cadet nurse at the Eastern Maine General Hospital. Bangor. Drew is the daughter of Engineer C.E. “Windy” Drew and Mrs. Drew. She graduated from Bangor High in June of last year and entered training last October.

Friends of William L. Nickerson, clerk at freight shed will be pleased to learn that he has so far recovered as to be able to return to his home from the hospital. He has been away from his duties since May 24.

Miss Mary A. Rice, daughter of William M. Rice of Bangor engine house, who has had some hospital experience in Bangor, has left to complete her training at the Doctors Hospital in Boston.

Mary Wyman F. Rice, son of Mr. and Mrs. William M. Rice is now a Sergeant with the 472nd Anti-Aircraft Division at Luson. He has been in the service 31 months and has been overseas for 2 years.

Miss Lillie May Caruso, daughter of Hostler and Mrs. Pasquale Caruso, was married July 14 to Sgt. Louis C. Ciminera, in St. Mary’s Church, Bangor. Sgt. Ciminera is located at Mitchel Field, N.Y.

Dennis V. O’Leary of Bangor engine house, employed by the Car Department, July 16, 1917, retired July 8. For years he has been one of the stationary fireman at Union Station. As a mark of esteem and a token of good will he was presented with a purse of money by his associates upon his retirement.

This picture is of Mrs. Gordon R. Adams and sons; Harvard, 3, and Charles, 1 year old. Gordon Adams, who is now associated with the Army, is a friend of the Eastern Division, and in sending us the picture he writes that he “had to leave them because of the darned Japs.”

Robert H. Duddy enlisted in the Navy when 17 years of age. He has been on submarine service in the Southern Pacific for over a year.

Mary Rice

By H. A. PROUTY

CAH. P. Reynolds, agent Orono, is relieving Operator Milan, first trick at Bangor yard, who is away on account of illness. We wish him speedy recovery and hope he will soon be back.

C. G. Messer, retired baggage master, and family are spending the summer at their cottage at Pushaw Pond.

J. Edmund Bouchard, second trick dispatcher and Mrs. Bouchard have been on three weeks’ vacation.

Alden H. Davis, section foreman, and family are vacationing at Cold Stream Pond.

Cecil Beal is working with the extra crew laying steel east of Mattawamkeag.

By BURT PULLEY

Perhaps one of the best known tap dancers in Bangor is Miss Bernice Hartt, a junior at Bangor High School. She is the daughter of Peter H. Hartt of Bangor engine house and Mrs. Hartt.

Calais

By BURT PULLEY

Engineerman Charles Eye of the Woodland switch has been enjoying vacation, his job covered by Fred Sipaney.

Friends of Fred Berry, conductor, are sorry to hear that he is off duty account sickness. R. J. Donovan, trainman, Eastport, is covering the switcher.

Frank Mylen of the shops is off account sickness. We were pleased to see E. E. Manter, assistant supervisor, B, and B., on his regular visit to this station.

Howard V. Lee, Calais section crew, is off duty account sickness.

EMPLOYEES MAGAZINE

Car Inspector Frank Getchell is taking an enforced lay off due to sickness. Carl Ross is covering the job.

Robert Gillis, conductor, has been notified that his son Charles has been promoted from Captain to Major in the Army.

Bangor Car Dept.

By LENA GOLDEN

It is with regret that the car department received the news of the death of former coach engineer C. Ryder in Austria. Ryder, who saw active service in the invasion of Africa and the invasion of Anzio, Southern France and Salerno, wrote a letter to his parents on May 29 in which he stated he had been in a motor accident, his jeep having been run into by a German. Several weeks later the War Department notified his parents that he had died as a result of the accident. Sympathy is extended to carman Ralph B. Berry whose son, Pfc. Wilfred D. Berry, was killed in action on Okinawa. He was a member of the “Statute of Liberty” Infantry Unit. He entered the service in March 1942. He participated in the battles of Guam, Leyte, Iwo Jima and Okinawa, serving in the Navy. James L. Dion, carman at Bangor, has been inducted into the armed forces and left for duty on July 30th.

Chief Clerk Mrs. Clarence A. Jeffers have returned from vacation which they spent at their summer home in Surry.

During the month of July, our force at Bangor was somewhat depleted by the absence of the following employees on their vacations: Ralph B. Berry, J. J. Toole, L. E. Sawtelle, M. Sheppard, G. W. Graves, A. L. Johnston, E. B. Mann, Erving Drew, W. C. Hanson, Beverly Kosmiersky, Tina Trundy, Nellie Bowden, W. T. Walker, R. E. Wheeler, R. J. LaFlamme, F. C. Noyes. Aset Foreman Frank P. Boudreau is enjoying vacation.

Pittsfield

By L. E. Sirois

A few local employees have been enjoying vacations. Amongst them are: Ray Grindle, section hand; Bert Hunt, section hand and Frank Harris, section foreman. Bert Hunt, section hand and Frank Harris, crossed over. George Jipson is relieving on the gauges.
his vacation and watching his garden grow.

Agent J. M. Estes has returned after being out on account of sickness.

Gideon Veilieu is wounding on the Pittsfield section.

Agent Tompkins at Burnham Jet., is back after absence on account of a foot injury.

Our best wishes for a quick and complete recovery go to George Sanborn, section hand at Burnham Jet.; and son of Foreman John Sanborn. George is now at the Thayer hospital, Waterville, recovering from an injury.

Among those who have had their vacation on the Burnham section lately are: John Sanborn, foreman; Bert Cole, George Sanborn and Charles Harding.

We regret to hear of the sudden death of Agent George E. Rand of Clinton July 25. "Ned" had been agent at Clinton for 25 years, where he served as first selectorman for 16 years, and also as representative of the 86th Legislature. He had retired as first selectorman last year because of ill health. He was a veteran of World War I, being commissioned Lieutenant. He served 22 months overseas, and was awarded the Distinguished Service Cross. His oldest son, S/Sgt. Edward is now serving overseas.

Our sympathy goes to the family.

Brunswick

By W. E. DURGIN, Jr.

Allen C. Powers, who was originally employed by the Maine Central as switchman at Brunswick, and for 48 years was crossing tender at Freeport, died at his home, July 30. He retired in 1942.

This is J. P. Noonan, the energetic agent at Lisbon Falls, who has served the service in 1911 at Fabian. He has been at Lisbon Falls since 1940.

Belgrade

By H. A. THINO

Arthur Marshall, Jr., son of Operator Arthur Marshall of Oak Hill, has been appointed agent at North Belgrade for the summer.

Basil E. Trask, Jr., son of Section Foreman Basil Trask, has been called into military service.

Sectionman Archie Bickford of Section 41 Oakland, is on sick leave.

Harold J. Higgins, first trick gateman at Oakland, is on vacation. Thomas J. Banks, spare gatem an, is replacing him.

MAINE CENTRAL RAILROAD

EMPLOYEES MAGAZINE


Phillip Edwards of Wilton is working in the express office in Wilton, for Ef- lon Knowles.

Mrs. Helen Wyman, wife of Trackman Wyman of Wilton, has recently been in Boston for medical treatment.

Baggage Master Stanley Pike, Wilton, has been ill. Mrs. G. A. Ellis has been substituting.

Leo G. Forgette, retired B. & M. engi- neman, started with the B. & M. in 1903—retired in 1944—and is now living in Wilton.

Bartlett

By J. E. WINSLow

Two of the three sons of Joseph Burke, Section Foreman at Willey House, have recently been home on furlough. Clinton, W.T. 1/c has been in the Navy three years. His brother, Cpl. Ivory, has been in Alaska 16 months. Their older brother, Preston, is with the 9th Army in Germany.

R. B. Butterfield, trackman, is sick. J. F. Chadbourne, extra track crew foreman, and his crew have been working near Belgrade and Richmond. The crew is expected home early in August.

R. H. Bond, hostler, has bought a home here but will not move in until September.

Mr. & Mrs. Mallett

June 24 a very pretty wedding took place, when Harry Mallett, son of Signal Maintainer and Mrs. E. N. Mallett, of Bartlett, was married to Miss Elizabeth A. Travis, of Portsmouth. Harry en- listed in the U. S. N. R. in 1942 and has served on the U. S. S. South Dakota and U. S. S. Iowa and other ships. At present he is stationed at Norfolk, Va.

Augusta

By OLIVE COMEAU

Mr. and Mrs. Mallett

Elmer Stetson, has bid off the flag- ging job on the Augusta Switcher.

Harvey Wilder, baggage master, and family vacationed at Old Orchard Beach.

Ralph Robbins, crossing tender, sec- ond trick at Bridge Street, is replacing John Morris who has resigned for other employment.

Noonan

By H. THINO

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Ralph Robbins, crossing tender, sec- ond trick at Bridge Street, is replacing John Morris who has resigned for other employment.
Harold Brown, ticket clerk, and family spent some time in Bangor, while vacationing.

Clayton Witham, Hallowell crossing tender, and family have returned from Mayfair, Pa., where they spent their vacation.

Harry Jordan and Harry Douglass, Hallowell, have returned to their duties as crossing tenders, and family are relieved by Harry Blake during their vacations.

Winslow Hetherington has retired after many years service as section foreman at Gardner.

**Lancaster**

By F. B. Libby

Mr. and Mrs. Kenneth A. King was inducted into the service March 29, 1945, and was recently transferred from Fort Devens to Keeseer Field, Miss., where he is now training in the Army.

Kenneth is the son of Mr. and Mrs. William King of North Stratford and is the oldest boy in a family of 13. He attended Stratford High School, and later worked on the Maine Central Railroad.

Constance Leblanc, clerk-stenographer, at the main office, has returned from a vacation in Montreal last week.

**Waterville Shops**

By R. D. Woods

Some of the Shops Departments are having new lighting systems installed.

We understand that Basil Thompson and Winton Reynolds have received discharges from the armed forces and are on their way home.

Eugene G. Brann, car helper, recently resigned.

Pte. Louis Simon, former car helper, is home on leave from the European area. He has been in service since 1943, in Africa, Italy, Belgium, France and Germany.

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Clerk Howard Rainey is again hospitalized at Thayer Hospital.

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Among those on vacations from the machine end are Wilfred Pooler, Arthur Pollard, George Smith, Albert Treadwell, Merton Brann, Cecil Carmichael, Robert Fletcher, Herbert Rose, Willis Larby, James King, Charles Emery, Maurice Bisson, Joseph Boullette, Percy Butler, Harold Thong, Vernon Barr, Arnold Hunt, George Grenier, Louis Butler, George Besley, Cecil Gray, James Hughes, and Harold Boucher, and George Gray, blacksmiths.

**Putnam**

By J. Y. Shanahan

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**LEWISTON**

By Lillian G. White

John L. McGee, telegrapher, went to Rangeley for a week with his wife, and son Jackie, at which time Jackie received instructions in the use of fly rod. Constance Leblanc, clerk-stenographer, has returned from a vacation in Montreal.

Patricia Therrien, waybill machine operator, went to Old Orchard for a week's vacation.

Joseph Gosselin, freight handler, Arthur E. Parent, loader and caller, and Frederick G. Benson, freight handler, have also had vacations, as well as Engine House helpers William H. Walsh and Carman Ralph S. Shedd.

**EMPLOYEES MAGAZINE**

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A. P. Wyman’s crew of painters are at this writing painting our main office.

Charlie O’Halloran, agent at Dixfield with his seven month’s old son, Jon Michael, is enjoying a week’s vacation.

H. A. Southworth and wife visited relatives at Verdur, P. Q. recently.

Eleanor A. Kennard is substituting for Annie Memott who is on vacation.

T/Sgt. William A. Kelley has returned from Germany, where he was with the 120th Evacuation Hospital Unit. He had 109 days’ furlough, and now is at Camp Bowie, Brownwood, Texas for further training.

This is a picture of Lewiston switch crew No. 2 taken shortly before arrival of the new Diesels. Left to right—J. C. A. Delisle, who was striking at the time, Yard Brakeman Charles A. Lavigne, Yard Brakeman John L. Palmen, Yard Conductor L. J. Bissonette, Engineer S. M. Watt and Fireman Stacey Robbins.

Returned to New York from a vacation in Montana.

While Car Clerk Fred L. Langley was doing work at Rangeley, he received instructions in the use of fly rod. Constance Leblanc, clerk-stenographer, has returned from a vacation in Montreal.

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This picture was taken of Baggage master Henry A. White as he was handing luggage from train No. 213 at Lewiston.

E. W. Vintiner, formerly motor patrolman helper is now assistant extra crew foreman.

Reginald Hammond, formerly section man at Belgrade is now doing police duty.

Cleveland Ladd, formerly Foreman of Section 29 at Gray is now extra crew foreman.

All of these men are from District 3 headquarters, in Lewiston, and are working on the 1947 ballast job between Waterville and Maranacook.

**WATERVILLE STATION AND YARD**

By M. W. Flynn

Railway Express Agent Ralph W. Gooding has been transferred to Lewiston and is succeeded by F. E. Richardson who was previously at Lewiston.

Conductor Bert Corrigan, who was reported ill in a previous issue, has so far recovered as to be able to return to his home.

Waterville Freight Office has received complete renovation and is now shining with cleanliness.

Norman A. Weymouth, for many years third trick assistant yardmaster,
is on the second trick and John Daviau, formerly switchman, is on third trick.

At 19 Betty Witham, clerk-telegrapher in the Waterville station is our youngest woman operator. She first took lessons from her father, Agent Paul V. Witham of Newport, then attended a telegraph school in Bangor. She works the second trick.

Betty

Harold P. Weymouth, son of Assistant Yardmaster Weymouth, and John W. Kirkpatrick, son of Operator Fred G. Kirkpatrick, have received discharges from military service and have arrived home. Both were in service since Feb., 1941, with nearly three years overseas. We are glad to see them home.

Victor J. Bushey, Trackman Section 42, has entered military service. He is the nephew of Section Foreman Wilfred Boucher of Waterville.

Skowhegan-Bingham Branches

By H. J. Ellis

Pearl A. Woodard, agent at Bingham, retired June 30, after over 40 years' service. Starting at the age of 19 as operator for the Bangor & Aroostook R. R., he went to the Northern Pacific, and for a short time handled the wire in a stockbroker's office at Auburn. In 1911, he went to work for the Somerset Railroad at Kineo Station, and in same year took the position of agent at Bingham which he held until retirement.

Bingham now has the unusual distinction of having a woman agent. Miss Elizabeth Thomson has been assigned that position and she has the congratulations of all fellow workers on the line.

Woodard & Thomson

She is not a newcomer at Bingham as she has worked there as clerk and operator since 1912 when she started with the Somerset RR.

Bushey and Handler Ora Frost have returned from holidays.

Skowhegan-Bingham Branches

By H. J. Ellis

Miss Mary Plummer who has spent some time at York Beach.

Friends of Dan Sanborn, safety and fire prevention agent, will be sorry to hear that he is confined to his home because of illness. Dan would be glad to hear from anyone, or if you happen to be traveling around Standish, drop in to see him.

Ethed G. Perron, stenographer, Purchasing Department, has returned from two weeks' vacation.

New employees in the Engineering Department are: Philip E. Farley, employed as redman, Joseph A. Whitman, Robert G. Harris, Harold W. Moores as chairmen and Harrison W. Elliott as clerk.

Vacationists in the Engineering Department include Miss Edna Cribbins, who has just returned from Pontoosuc Lake, Pittfield, Mass., Millard W. Bailey and family from Sebago Lake and Miss Mary Plummer who has spent some time at York Beach.

Marshall E. Powell, scale inspector, is hospitalized with pneumonia.

A pretty wedding which took place at the Woodfords Congregational Church, Wednesday evening, June 20, was that of Lt. Elinor S. Henry, ANC, daughter of Mr. and Mrs. William J. Henry, and Lt. Paul Ellington, USAAF of Tulsa, Oklahoma. The ceremony was performed by Rev. C. E. Clark and the attendants were Miss Barbara Bailey and Dr. Alvah Ottum. A reception followed at the home of the bride, 73 Albion Street.

Mrs. Dorothy Ohl is recovering from a serious operation at the Mercy Hospital.

Mrs. Pauline V. Witham of Standish is employed in Superintendent Thomas' office during vacations.

Miss Mary O'Connor, leading clerk, has entered military service. She is not a newcomer at Bingham as she has worked there as clerk and operator since 1912 when she started with the Somerset RR.

Here is a snapshot of L. C. McClintick, employed as freight and express deliveryman at Bingham, a position which he has held for several years and one that carries much weight.

Ostie Allen, retired agent at North Anson, was killed in an automobile accident July 14. He had been treasurer of the town of Anson for many years.

Clerk H. M. Mullen, Skowhegan, has been on vacation and was sick last week but has now returned to work.

General Offices

By Margaret Lynch, Vivian Elliott, Eleanor Cronin, Juliesta Roper and Ruth Kelley

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young son, Gerald, home from the Shrine Hospital. Gerald has been a patient there for some time.

Bob Simpson has returned to work on the Portland-Yarmouth run. Bob has been in the Navy for three and one-half years and was recently released.

C. C. Kennedy, Augusta-Gardiner line, is on vacation.

Ralph Rich, who was recently released from the Army Air Force, has returned to work on the Portland-Waterville run.

Theresa Jane is the name of this little girl, who is the daughter of Driver and Mrs. George Burns of 95 Harris St., South Brewer.

Charlie Currier of the Yarmouth run. Therease is the girl, who is the daughter of Driver Ralph Rich, who has quite a crop up in Houlton.

Jack Hayes has bid off the second trip dispatcher's job at Portland Union Station.

Major and Mrs. George Warren of Reno have bid off the new Intervale-Whitefield jobs. Arnold Lee, former operator on the Ellsworth-Bar Harbor line, was inducted into the Navy July 9, and is training at Sampson, N. Y.

Superintendent and Mrs. Everett K. Goddard are receiving congratulations on the birth of a daughter, Nancy Elizabeth, born July 28 at the Maine General Hospital, Portland. Both mother and daughter are doing well.

Union Station

By J. D. MEHAN

Eddie Hurley, baggage checker, has returned after visiting Boston, New York and Washington. He says he had a very good time.

John Burke, baggage checker, has returned after a pleasant vacation, in which he caught up with the weeds, and spent a few days In Boston.

George Hattie, baggage and mail handler, has returned to work after vacation.

Walter Sawyer, assistant swing foreman, spent his vacation looking over his potato crop at Searsport.

Norman Montelth, swing baggage checker, is taking vacation, trying to find a market for his potatoes. Norman has quite a crop up in Houlton.

Rigby

By GEORGE MARCROFT

Yard Clerk Joe Johnson has returned after two weeks' vacation.

A recent visitor to the yard office was "Danny" Rich, who has been honorably discharged from the Army after more than three years service. He has returned to work in Mr. McTaggart's office.

We are sorry to learn that Patrick Walsh is ill with a throat ailment.

E. F. Counter, yardmaster, has returned to his duties after a sojourn through Canada during which time he says he did not need any tokens for steaks and chops.

We are sorry to learn that Charles Kilby has been stricken blind. Charlie retired a few years ago.

Quite a few of the retired men of the terminal are enjoying vacation, enjoying the sunshine on the Western Promenade.

Assistant Superintendent and Mrs. Quincey have been enjoying vacation, visiting as far as very holy. Hope you saw a few good ball games, "Joe".

Frank B. Underhill, foreman, died July 14. He was employed in 1900 as delivery boy.

Byron B. Brackett, formerly a yardman at Rigby for 22 years, died July 30.

MAINE CENTRAL RAILROAD

J. Connelly, second trick Tower 4, spent his vacation at Hampton Beach, relieved by W. DeCosta.

E. J. Walker, third trick Tower 5, was on vacation at Winnopuscook.

Harold Petrie, second trick Tower 1, left for the good old New Hampshire hills for his vacation, relieved by W. DeCosta.

EMPLOYEES MAGAZINE

MAINE CENTRAL RAILROAD

PROCEEDINGS AND DEBATES OF THE 79th CONGRESS, FIRST SESSION

The American Railroad System

EXTENSION OF REMARKS

OF HON. GEORGE A. DONDERO

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Saturday, May 26, 1945

Mr. DONDERO. Mr. Speaker, I offer for the Congressional Record a brief statement on the American railroad system. It contains much information, said in few words. I believe it will be of interest to every Member of the House:

THE AMERICAN RAILROAD SYSTEM

(By Carlson J. Corliss)

I am the burden bearer of the Nation. I am constantly busying myself with raw materials. I distribute the products of these factories to cities and towns and hamlets from Maine to California, from Oregon to Florida.

I keep the factories of the Nation supplied with raw materials. I distribute the products of these factories to cities and towns and hamlets from Maine to California, from Oregon to Florida.

I carry the products of millions of American farms to thousands of American factories and to millions of American homes.

I take the coal from the mines, the ore from the hills, the stone from the quarries and carry them to the market places.

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I carry the American people on comfortable beds in which to sleep. I provide them with serviceable cars.

Almost a million and a half men and women work for me and with me in performing my great transportation tasks.

I am one of the chief shoppers of the Nation. I am constantly buying; yet my wants are never satisfied. Yesterday I spent millions; today I spend millions more. Tomorrow I will spend millions more. How can I buy millions of miles of wheels rolling?

I am one of the chief supporters of government. The taxes I pay—amounting to $2,000,000,000 a year—help to support our Army and Navy, to pay the salaries of our public officials, to meet the expenses of our public schools, to maintain our military establishments, and to care for our veterans.

I am the Nation's safest carrier of passengers. I am the Nation's safest carrier of passengers. I am the Nation's safest carrier of passengers.

I am indispensable in wartime. I am indispensable in wartime. I am indispensable in wartime.

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I am an empire builder and a promoter of unity. I am an empire builder and a promoter of unity. I am an empire builder and a promoter of unity.

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